

LaDOTD Acquirer



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"What Acquiring Minds Want To Know"

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Alaska Posts Notices On-Line

All Alaskan state agencies are now required by law to post all public notices on the Internet. By logging on to the *Alaska Online Public Notice System*, people can view notices by category, department, location, publication date and title. People can also search the site using keywords. The system replaces the *Alaska Administrative Journal*.

Having public notices available online will not change requirements related to printing, posting and distributing the information, such as newspaper notices for bid solicitations.

For citizens without computers, the system can be accessed at libraries and state agencies that provide computers for public use.— from Civic.com

User friendly IRS?

The Internet is credited with many remarkable accomplishments, but helping transform the public's view of the Internal Revenue Service from scorn to fondness must be one of the most wondrous. Satisfaction among people who deal with federal tax collectors online is 75 percent - far higher than the 51 percent satisfaction rating registered by taxpayers who deal with the IRS on paper. 60 percent to 65 percent of the people who deal with government agencies online rate the experience as satisfactory. — from Civic.com

Real Estate contributes to DOTD efforts

Director's Report

By: Jim Dousay

The Department is involved in several efforts that employees of Real Estate are involved with. First, there is a Department-wide team working on developing performance indicators for the various DOTD functions, including Real Estate. There are teams from each major section in the Department contributing to this effort. Twenty employees, on five teams representing the major units of the Real Estate Section, are members of this committee. I want to express my thanks to these employees for their involvement in this effort to improve the Department and the Section. They are: Mike McEacharn, David Pourciau, Pat Roy, Russel Shaffer, Donna Stinson, Charles Hudson, Terry Kleinpeter, Jerry Braswell, Charlene Dean, Richard McElveen, Denise Lambert Elder, Carol Hissong, Jeanie Broders, Charles Corder, Deborah McKneely, Melvin Bueche, Karla Armond (District 61), Debbie Lane, Steven Deville (District 03), and Donnie O'Neal (District 02).



I have mentioned previously in this column that the Secretary had proposed condensing the TIME program from 20 to ten years by selling bonds to finance the program. This concept has been supported by the legislature and the bonding commission. The Department is now selling bonds for this. I have been involved in meetings to discuss how to manage the increased workload that the condensing of this program will bring. This will take a consolidated team effort from all of us to keep the acquisition program on track. It is obvious that the use of more consultants will be necessary. This may include use of consultants for appraisal review and utility relocation.

SASHTO

DOTD was the host for the recently completed Southeastern Association of State Highway and Transportation Officials (SASHTO) national conference. I was privileged to be the arrangements chair of this conference. Dr. Kam and his wife sent a letter congratulating employees who were involved in this effort on how well the

conference was run. He has received many communications from participants complementing Louisiana and DOTD on its hosting of this important event. Many feel that this was one of the best SASHTO conferences ever. While I was

New Orleans
-SASHTO-2000-

Fighting for the cause

Louisianaans serve CSA in different roles

Many Louisianaans flocked to the colors to support the Confederacy. By November 1861, more than 24,000 were in the field. Eventually more than 60,000 served in the Confederate armies. However, after late 1861, volunteering throughout the South slowed. April 1862 saw the Confederacy pass the first conscription act in U.S. history. Many Louisianaans were conscripted and this was accompanied by draft-dodging and desertion.

As they mustered into service, Louisiana's volunteer companies adopted colorful nicknames: the Alligator Rangers, Big Cane Rifles, Catahoula Guerrillas, Hussars of the Teche, Lafayette Prairie Boys and Pinewood Sharpshooters. Louisianaans fought in every major Civil War Battle, distinguishing themselves by both their courage and fighting abilities.



P.G.T. Beauregard

Louisiana furnished the Confederacy with both military and civilian leaders. Twenty-four natives or residents became generals in the

Confederate army. Pierre Gustave Toutant (PGT) Beauregard and Braxton Bragg, two of the Confederacy's highest-ranking generals, were from Louisiana. When the war began with the firing on Fort Sumter, Beauregard was in command at Charleston. He was second in command at the first large battles in both the east and west: Manassas and Shiloh. Beauregard saw his finest hour at Petersburg, Virginia, when his army saved that town from Union attack.



Braxton Bragg

Before the war, Bragg, was a planter in Lafourche Parish. From 1862 to 1863, he commanded the mail Confederate

army in the west. Although he was a good organizer and strategist, success eluded him on the battlefield. Late in the war, he served as military adviser to President Jefferson Davis.

Two other Louisianaans attained the rank of lieutenant general. Richard Taylor, son of President Zachary Taylor served under Stonewall Jackson in Virginia. From August 1862 until August 1864, Taylor commanded Confederate forces in western Louisiana and saved the state from being overrun by Union armies.



Leonidas Polk

Leonidas Polk, the "Bishop General" or the "Fighting Bishop" as he was alternately known, was Episcopal bishop of Louisiana in 1861. He served as a division and corps commander in the Army of Tennessee. Reputedly a troublemaker, he performed competently but not brilliantly on several battlefields.

Several prominent Louisianaans occupied governmental positions. Prior to the war, Judah P. Benjamin, the "Brains of the Confed-

eracy," was a lawyer and a U.S. senator from New Orleans. He held three positions in Jefferson Davis' cabinet" attorney general, secretary of state and secretary of war.

John Slidell was also a former U.S. senator and a state political boss. Davis appointed him Commissioner to France. As a diplomat, Slidell was not successful.

Henry Watkins Allen was a planter before the war. He rose to the rank of brigadier general and served as Louisiana's governor from 1864-65. One historian called Allen "the single great administrator produced by the Confederacy."— *from the Department of Culture, Recreation & Tourism web site* ♦



Judah P. Benjamin

The Thanksgiving story

The Pilgrims who sailed to this country aboard the *Mayflower* were originally members of the English Separatist Church (a Puritan sect). They had earlier fled their home in England and sailed to Holland (The Netherlands) to escape religious persecution. There, they enjoyed more religious tolerance, but they eventually became disenchanted with the Dutch way of life, thinking it ungodly. Seeking a better life, the Separatists negotiated with a London stock company to finance a pilgrimage to America. Most of those making the trip aboard the *Mayflower* were non-Separatists, but were hired to protect the company's interests. Only about one-third of the original colonists were Separatists.



The Pilgrims set ground at Plymouth Rock on December 11, 1620. Their first winter was devastating. At the beginning of the following fall, they had lost 46 of the original 102 who sailed on the *Mayflower*. But the harvest of 1621 was a bountiful one. And the remaining colonists decided to celebrate with a feast -- including 91 Indians who had helped the Pilgrims survive their first year. It is believed that the Pilgrims would not have made it through the year without the help of the natives. The feast was more of a traditional English harvest festival than a true "thanksgiving" observance. It lasted three days.

Governor William Bradford sent "four men fowling" after wild ducks and geese. It is not certain that wild turkey was part of their feast. However, it is certain that they had venison. The term "turkey" was used by the Pilgrims to mean any sort of wild fowl.



Another modern staple at almost every Thanksgiving table is pumpkin pie. But it is unlikely that the first feast included that treat. The supply of flour had been long diminished, so there was no bread or pastries of any kind. However, they did eat boiled pumpkin, and they produced a type of fried bread from their corn crop. There was also no milk, cider, potatoes, or butter. There was no domestic cattle for dairy products, and the newly-discovered potato was still considered by many Europeans to be poisonous. But the feast did include fish, berries, watercress, lobster, dried fruit, clams, venison, and plums.

This "thanksgiving" feast was not repeated the following year. But in 1623, during a severe drought, the pilgrims gathered in a prayer service, praying for rain. When a long, steady rain followed the very next day, Governor Bradford proclaimed another day of Thanksgiving, again inviting their Indian friends. It wasn't until June of 1676 that another Day of Thanksgiving was proclaimed.

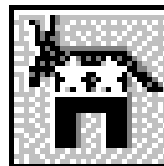
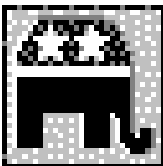
On June 20, 1676, the governing council of Charlestown, Massachusetts, held a meeting to determine how best to express thanks for the good fortune that had seen their community securely established. By unanimous vote they instructed Edward Rawson, the clerk, to proclaim June 29 as a day of thanksgiving.

October of 1777 marked the first time that all 13 colonies joined in a thanksgiving celebration. It also commemorated the patriotic victory over the British at Saratoga. But it was a one-time affair. George Washington proclaimed a National Day of Thanksgiving in 1789, although some were opposed to it. There was discord among the colonies, many feeling the hardships of a few Pilgrims did not warrant a national holiday. And later, President Thomas Jefferson scoffed at the idea of having a day of thanksgiving.

It was Sarah Joseph Hale, a magazine editor, whose efforts eventually led to what we recognize as Thanksgiving. Hale wrote many editorials championing her cause in her *Boston Ladies'*

Magazine, and later, in *Godey's Lady's Book*. Finally, after a 40-year campaign of writing editorials and letters to governors and presidents, Hale's obsession became a reality when, in 1863, President Lincoln proclaimed the *last* Thursday in November as a national day of Thanksgiving.

Thanksgiving was proclaimed by every president after Lincoln. The date was changed a couple of times, most recently by Franklin Roosevelt, who set it up one week to the next-to-last Thursday in order to create a longer Christmas shopping season. Public uproar against this decision caused the president to move Thanksgiving back to its original date two years later. And in 1941, Thanksgiving was finally sanctioned by Congress as a legal holiday, as the *fourth* Thursday in November. — from *wilstar.com* ♦



Congratulations to

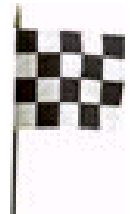
Melvin Bueche, who was promoted to DOTD Headquarters Program Manager (for Utilities)

Richard McElveen, and his wife **Kay**, whose son and daughter-in-law, Trey and Lori Branch, presented them with their first grandchild, Clayton Raif, on June 22nd in Covington.

Get well soon to
Peggy Durbin

Gentlemen, start your engines!

The dust is gonna fly when 16-grit sandpaper, cranked by an 11,000-RPM grinder motor, chews up the pine in another International Belt Sander Drag Race



Association (IBDA) showdown.

Much like lawn mower racing, but without the pilots, belt-sander races are proving to be "plane" fun in communities throughout Canada and the United States (check out the IBDA's Web site by grinding into www.beltsander-races.com).

Begun as "just a one-time, kind-of-fun thing to do" in 1989 at Nielson Hardware in Point Roberts, Washington, the events feature two levels of competition: straight-out-of-the-box stock and anything-goes modified. Much of the attraction, however, is in the decorations. The power tools have been transformed into NASCAR and monster truck models, the "Grim Reaper," spaceships, Rose Parade floats, and a speedy carrot. — from *Kiwanis* magazine, August 2000 ♦

November 7th

arrangements chair, Pam Leon and Richard McElveendid the real work on this committee. I want to thank them for the hard work they did to make our part of the conference successful. I also want to thank the rest of this committee – Terry Kleinpeter, Denise Elder, Lloyd Scallan, and Jackie McGee – whose efforts also were noticed and greatly appreciated.

On a sadder note, I must note the passing of Robert David. He was an integral part of the Real Estate management team for the past several years. His death will leave a real void in the section. We will miss him, and his expertise, and the efforts he made on projects I had assigned to him. He leaves behind his wife, Julie, and a son, Chris, and a daughter, Casey. Outside of work, he was active in his church and the volunteer fire department in Krotz Springs. I want to express my sympathy to his family and friends and ask that you keep his family in your prayers. ♦



**Thank
You!!**

Ed. Note - I want to thank the employees of the Real Estate Section for their cards, visits, thoughts, and prayers during my recent illness. It was good to know so many people were behind me. Again, thank you for your kindness. - Roger

More FHWA History

Federal program develops, 1916-1939

The federal-aid highway program, which was initiated by the Federal Aid Road Act of 1916, got off to a slow start, with only \$5 million available the first year. The biggest initial problem, however, occurred in April 1917, when America

entered what is now known as World War I. Personnel shortages were compounded by shortages of road-building material and railroad cars to ship materials to project sites.

Furthermore, because the railroads were unable to keep up with military shipping, the fledgling trucking industry seized its opportunity to secure interstate shipping. As a result, the roads that the states did not have the resources to improve were deteriorating under the unexpected weight of the loaded trucks.

When the war ended in November 1918, the need for changes in the federal-aid highway program became evident. Some features of the program – for example, the definition of "rural post road" and the \$10,000 per mile limitation – were a hindrance in many states. The decision to leave project selection in the hands of state highway officials resulted in widely dispersed improvements, spread among political subdivisions and not connected with each other or roads in adjoining states.

Logan Page, director of the Bureau of Public Roads, who was so instrumental in shaping the program, would not have time to address these and other problems with the program. On Dec. 9, 1918, while attending a meeting of the Executive Committee of the American Association of State Highway Officials (AASHO) in Chicago, Page became ill. He died that night.

Thomas H. MacDonald, who had played a key role in developing AASHO's federal-aid highway bill, became the new chief in early 1919. With his technical background and his experience as a state highway official, he proved to be the ideal successor to Page in this new phase of highway development.

The most difficult problem facing MacDonald was the gap between advocates of long-distance roads and advocates of farm-to-market roads. The answer developed by MacDonald, in close cooperation with AASHO, was contained in the Federal Highway Act of 1921.

The 1921 act rejected the view of long-distance road advocates who wanted the federal government to build a national

highway network. To satisfy them, the act limited federal aid to a system of federal-aid highways, not to exceed 7 percent of all roads in the state.

Three-sevenths of this system must consist

of roads that are "interstate in character." Up to 60 percent of federal-aid funds could be used on the interstate routes.

By retaining the federal-aid concept, the act also satisfied advocates of farm-to-market roads. The state highway agencies could be counted on to consider local concerns in deciding the mix of projects.

In cooperation with the state highway agencies, the Bureau of Public Roads (BPR) completed designation of the federal-aid system in November 1923. It totaled 272,000 kilometers (km) or 5.9 percent of all public roads. The federal-aid system would expand as states completed work on their original system.

The 1920s were a "golden age" for road building. In 1922 alone, federal-aid projects totaling 16,500 km were completed at a cost of \$189 million, three times as much roadway as had been improved since the start of the federal-aid highway program in 1916. The projects usually involved providing



The first center line on a rural state highway was painted between Marquette and Ishpeming, Mich., in 1917

graded earth, sand-clay, or gravel surfaces.

In the 1930s, the federal-aid highway program felt the impact of the Great Depression. Federal funds were diverted from projects that served transportation needs to projects that could provide work for the unemployed. At the same time, calls were increasingly heard, in and out of Congress, for transcontinental superhighways - often coupled with calls for toll financing - to accommodate the powerful new automobiles of the day.

The German "Reichsautobahnen" gave American highway officials an object lesson in superhighways after the first section opened in May 1935. Many officials and engineers visited Germany to see the autobahns in operation, and all came away impressed. MacDonald, for example, described the highways as "wonderful examples of the best modern road building." He was, however, less impressed from an economic standpoint. The autobahns were being built well in advance of traffic needs and before Germany was able to realize the likely economic benefits that he thought should justify such projects. Moreover, the autobahns bypassed the cities. MacDonald believed that the primary need for freeways in the United States was in the cities, where traffic jams were an increasing problem.

MacDonald, by this time, had concluded that the time had come for America to begin the next stage of highway development. The federal-aid system would be "completed" by the late 1930s. Although many segments of the rural network had not been paved, virtually all had received initial treatment. As MacDonald said in a 1935 article: "We have reached a point in our development where we can no longer ignore the needs of traffic flowing from the main highways into and through cities and from feeder roads to the main highways."

To provide the data needed to plan the highway network of the future, MacDonald put his faith in the highway planning surveys conceived by Herbert S. Fairbank, chief of BPR's Division of

Information. Fairbank's goal was a comprehensive state-by-state accounting of traffic on the American highway. Based on the statewide planning surveys and analysis, BPR prepared Toll Roads and Free Roads. This report became the basis of President Franklin Roosevelt's master plan in 1939 for a system of interregional highways. This plan laid the groundwork for the future interstate highway system. — from the FHWA web site ♦

Emma is a star (again)!

The following article appeared in the August 3rd edition of the *Metairie Picayune*. Emma Suggs, Secretary 2 in District 02, was featured in the article. Not only does Emma win prizes on *The Price is Right* and meet (ex) Presidents, she also has a green thumb!

Emma Suggs is beaming these days over Crystal. That is Crystal, the pineapple.

That's right: a pineapple right in the middle of her yard in Metairie. And she couldn't be prouder.

Here's how the story goes. Four years ago Suggs, at home on maternity leave, planted a pineapple top in the garden on the southern side of her home.

"I gave it (the plant) the name 'Crystal,' after my youngest daughter and I tell you, I pampered that plant like it was my baby," said Suggs, "I watered that plant every day, talked to it all the time and nothing happened."

"Finally, several months later, some leaves started to sprout and I thought I'd see something fairly soon but that was for a long time."



But Suggs never gave up hope. Then last April, Suggs saw a tiny bloom sprouting from the center of the plant.

"I couldn't believe my eyes but honey, right there in the middle of the plant, was a tiny pineapple," Suggs said. "Since

then, each day that pineapple has gotten bigger and bigger."

Suggs said her husband, Mike, and their four children, plan to enjoy the fruit of her labor in the next few days.

"I am just waiting for it to ripen a little bit more," she said. "I'll plant the top of this one, too. In fact, I'm thinking of going to the grocery, buying a few more pineapples and plant a whole row of the tops in my garden."

"Honey, I'll have more pineapples than I know what to do with." ♦



Emma poses with 'Crystal'

Some Transportation Facts

- 🚗 Ten million Americans use public transit each working day.
- 🚗 Americans lose more than 1.6 million hours a day stuck in traffic.
- 🚗 Freight can be transported by: air; rail; highways; water; and pipeline -- this is another form of intermodal transportation.
- 🚗 The average American driver spends about one hour in a car each day, including weekends.
- 🚗 There are more than 160,000 traffic signals in the U.S.
- 🚗 The cost of sitting in traffic congestion costs travelers and businesses \$40 billion each year. - from the FHWA web site

“A lie has speed, but truth has endurance.” – Edgar J. Mohn

“If you board the wrong train, it is no use running along the corridor in the other direction.” – Dietrich Bonhoeffer

“Love - the feeling - is a fruit of love, the verb.” – Stephen Covey

“It's kind of fun to do the impossible.” – Walt Disney

“You got to be careful if you don't know where you're going, because you might not get there.” – Yogi Berra

“The difference between 'involvement' and 'commitment' is like an eggs-and-ham breakfast: the chicken was 'involved' - the pig was 'committed'.” – Unknown

“A man is about as big as the things that make him angry.” – Winston Churchill

“Nine-tenths of wisdom is appreciation. Go find somebody's hand and squeeze it, while there's time.” – Dale Dauten

“Old minds are like old horses; you must exercise them if you wish to keep them in working order.” – John Quincy Adams

“Glory is fleeting, but obscurity is forever.” – Napoleon Bonaparte

“.” – Gene Brown

